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Hongkong Daily Press.

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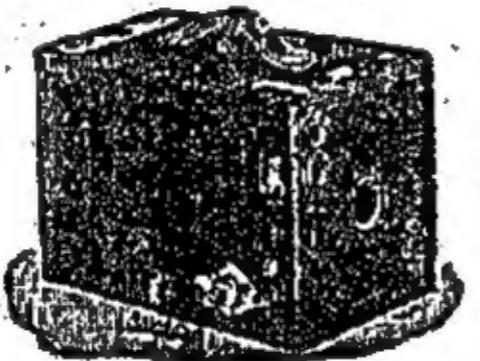
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Hongkong, 15th August, 1904.

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IN BALDNESS!!!

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A REMEDY OFFERED.

which possesses all the elements that go to produce a good head of hair. Its powerful, stimulating properties go straight to the hair roots—giving them a life and vigour they never knew before. And life and vigour to the roots mean more hair, stronger hair, better hair. It will assuredly do all this for YOU, as it has done for thousands of others.

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be open from 10 A.M. and 4 P.M. daily, Sunday,
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W.M. PARLANE, Manager
Hongkong, 18th November, 1904.

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FURNITURE STORE,
PLATED GLASS AND CROCKERY
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Hongkong, 21st September, 1905.

222

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HAIG & HAIG, LTD., DISTILLERS SINCE 1679.
3 Star, SPECIAL—The finest of all "Peg" WHISKIES at 13.0
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at 12.0
Stop drinking rank, Smoky Stuff, because "it comes through the Soda."
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Nobody Knows, a Choice Illustrated Child's Book	Engineers' Year Book, by Kempe, 1905	5.00
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S. MINAMI, Manager, Hongkong.

1

MANAGER, Hongkong, 10th June 1905.

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A FIRST CLASS HOTEL Situated near the Banks and Principal Offices.

Excellent Cuisine and Wines.

Large and Lofti Rooms, Elegantly Furnished

Hydraulic Elevator, hot and cold water throughout.

Special Rates for Tourists.

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For Terms apply to the

MANAGER, Hongkong, 1st October, 1902.

Carlton House

HOTELS,

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the Club Entrant and the Waverly Hotel have been thoroughly renovated and furnished in excellent style as Private Family Hotels.

Cool Rooms, Comfort of Residents, and the Cuisine a specialty.

Apply to

THE MANAGER, Hongkong, 7th October, 1904.

MACAO

AND

CANTON

HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to Hongkong, will be found interesting and

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WM. FARMER, Proprietor.

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6' 2" by 3' 6" Steel Wire Mattress \$5.50 each.

6' 2" by 4' 6" " " " 6.50 "

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Prices for Bedsteads and various sizes of Mattresses on application.

A. TACK & CO.,

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Hongkong, 26th April, 1905.

1370

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DELIGHTFUL SITUATION. UNEXCELED RESORT FOR TRAVELLERS AND RESIDENTS.

BILLIARDS AND BOWLING. LAWN AND GARDENS.

JAS. W. OSBORNE, PROPRIETOR AND MANAGER.

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GRANITE AND MARBLE MERCHANTS.

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All descriptions of

GRANITE AND MARBLE FOR EXPORT.

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Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th January, 1905.

1101

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PIANO AND SINGING.

M. A. GALUZZI is prepared to take

pupils at his studio in the CITY HALL

or at their residences.

For terms, etc., apply to the above, care of

Robinson Piano Co.

Hongkong, 19th April, 1905.

102

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THE HONGKONG STEAM WATER-BOAT CO., LTD., is prepared to supply

ANY QUANTITY of PURE FRESH

WATER to the Shipping, both for Deck and

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WINE AND SPIRIT MERCHANTS.

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DISTILLED IN SCOTLAND,

OF

GREAT AGE.

MATURE.

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FINE FLAVOUR.

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Only communications relating to the news columns
should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be accepted.

Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.

Telegraphic address: Press, Codes: A.B.C. 5th Ed.

P.O. Box, 38. Telephone No. 12

DEATH.
On 26th April, at Shanghai, HILDA VALERIE
STANDBORN, aged two months.

The Daily Press.

HONGKONG OFFICE: 14, DESVOUX ROAD, C.L.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, MAY 5TH, 1905.

The persistent manner in which the Russian Government, during the negotiations which preceded the outbreak of hostilities, worked for a warlike in place of a peaceful solution of the questions at issue has been the subject of much speculation; but recent events may possibly place Russia's action in new and more comprehensible light. The general opinion has been that Russia made the common mistake of underestimating her opponents and that she was persuaded that Great Britain would not adhere to the promised alliance with Japan, should hostilities actually take place. That these views influenced her to a considerable extent is highly probable but events which have since taken place suggest another solution to the problem. It is quite possible that Russia was induced in no small degree to enter upon the war from a consideration of the internal state of the country—much in the same way as the Franco-German war was incurred by Napoleon III. The discontent which culminated in the recent outbreaks had been long existent, and must have been well-known to the Russian Government. When a country is in such a state, a war is sometimes a means of consolidating it and so averting internal disturbance. It at least supplies something for the public mind to dwell upon; and if it is successful at the outset may have the effect of averting revolution. Such was the state of France before the outbreak of the war with Germany, and there is no question

that the hope of avoiding internal conflict largely influenced the late Emperor Napoleon in entering upon what proved to be so disastrous a campaign. A resort to such heroic measures is, however, always a very venturesome step; and it demands much more than ordinary statesmanship to estimate what may be the result. If the discontent is only on the surface a war may have the effect of drawing the people together but, on the other hand, if such discontent is deep seated precisely the opposite effect will be produced, especially if the operations in the Field fail at the outset in being successful. Looked at in the light of what has since happened, it is indeed surprising that disturbances in Russia did not arise at a much earlier date. There must all along have been an undercurrent of ill feeling, which cannot fail to have hampered operations to a considerable extent, and the marvel is that with the dissatisfaction generally existing in Russia, there were not outbreaks at an earlier stage. From first to last the war for her was a series of disasters, but she always returned to the fray, perhaps instigated to do so in some degree by the certainty that giving in would be the signal for an outbreak on the part of the people. All along, therefore, it was a case of going "double or quits" in this respect. Every new defeat added to the difficulties, and there can be no doubt that the fall of Port Arthur which would appeal to the popular imagination had the effect of combining all the elements of discontent, and bringing matters to a head in the so-called "strike." If it was the idea of the Russian Government that a war would enable them to stem the tide of rebellion which their misgovernment had brought about they failed in precisely the same way as many others, who had adopted a similar policy, had failed before them. A successful war with an army returning from victory may be a valuable means of maintaining authority, but an unsuccessful war with continued demands both in money and service on a discontented people is a very different thing; and it is this that Russia has had to face. It may be that the Russian

Government was not as well informed of the true state of things in the country as has been assumed. A system of muzzling the Press may prevent unpleasant comment upon the acts of an autocratic Government, but it has also the effect of preventing the authorities from knowing what is really going on. Had the Russian Government been fully aware of the state of feeling in the country it is quite possible that the war with Japan would not have been entered upon—tempting though such a course might appear to be to those in favour of an aggressive policy. It may be doubted whether from the first the mass of the nation were in favour of the war. Certainly for a long time a large majority have been opposed to its continuance; and it is impossible to ignore that this is the state of public feeling which the Russian Government has now to face.

A plague case is to-day reported at Finsbury Street, not fatal.

The French mail of the 4th April was delivered in London on the 3rd inst.

Prince Arisugawa is taking to England four pairs of Japanese dogs, called "Chid," as a present for Queen Alexandra.

The "meat question" at Shanghai becomes more serious. The "squeezed pidgin" folk are now threatening mutton, as well as beef.

For being in possession of and preparing illicit opium, a native was yesterday fined \$750 by Mr. Orme at the Police Court.

At the Police Court yesterday Mr. Orme sentenced two coolies to one month's imprisonment and six hours' stocks for broaching the cargo of a ship unloading at the Kowloon Godowns, and stealing therefrom a quantity of tea, beans and other articles.

An unemployed coolie who perhaps felt that he must get into harness again stole a rickshaw from Queen's Road on Wednesday. He was arrested, charged before Mr. Orme at the Police Court yesterday, convicted, and sentenced to 21 days' hard labour and six hours' stocks.

A Yaumati postman was so interested in a play being performed at the To Shing theatre that he took up a position on the stage. When a hukong ordered him off he became so enraged as to assault the constable. Charged before Mr. Orme at the Police Court yesterday, he was ordered to pay a fine of \$5 or be imprisoned with hard labour for fourteen days.

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A number of Chinese were holding a funeral feast at Wan Chai Road on Wednesday night when two marines from H.M.S. *Andromeda* entered the house, assaulted the inmates, and began to break up the furniture. The police were sent for, and were marching their charges to No. 2 Police Station when they in turn were assaulted, and the marines attempted to escape. They were, however, secured and placed before Mr. Orme at the Police Court yesterday, when they were each fined \$10 and ordered to pay \$5 compensation.

A rattan chairmaker from St. Francis Street was charged by Mr. T. Olson at the Police Court yesterday with creating disturbance and causing nuisance and annoyance by allowing smoke to ascend from his flat to the floor of the complainant, who was kept awake by the fumes. Mr. Orme inflicted a fine of \$20, with the alternative of one month's hard labour.

The following is the programme of music to be played by the band of the Second Royal West Kent Regiment on the New Parade Ground on Monday next, from 5 to 6.30 p.m.—

March..... "A Frangene"..... Costa
Overture to "Tannhauser"..... Wagner
Selection from "La Mascotte"..... Andran
Value..... "Dolores"..... Waldeufel
Song ("Carmen Solo") "The Better Land" .. Cowen
Selection of "English Air" .. Godfrey

Evidence in the case of Wong Ka Cheung, whose extirpation as an armed robber Mr. H. E. Pollock (instructed by Mr. R. A. Harding) is applying for on behalf of the Chinese Government concluded at the Police Court yesterday. Mr. H. N. Ferrers for the defence (instructed by Mr. Oto Kong Sing) and Mr. Pollock, having addressed Mr. Hazelton, the magistrate, estimated that he would reserve his decision until Monday next.

Messrs. Long Hing, & Co., the well-known dealers in photographic apparatus and material of Queen's Road announce their removal into the more spacious premises just vacated by Mr. Blundell, No. 17, Queen's Road. In connection with the removal Messrs. Long Hing, & Co. are holding a photographic competition for amateurs—hand-caps prints or enlargements, any size and by any process. Dr. G. P. Jordan and Mr. C. Scholten have consented to judge the exhibits, and having regard to the large number of enthusiastic amateur photographers in the Colony the competition will doubtless prove a very interesting one.

"He is but a bastard to the time that doth not smelt of observation," and in America, they do not care to incur the reproach. Even the current slang is redolent of Monachus and war. When you are in a hurry to get from a place you must say you are "doing a Kuroki." If you are speaking of how a prize fighter ended a blow you must say he "put over a Kuroki." If you have been selling goods with success you must say that you have had an "Oyama of a time." If you got tied up with a bore, who won't let you go, you must say he "Port Arthured you." You can arrange it yourself and keep up with events.

Messrs. Walker, Lambo, and Co.'s China Tea Market Report states:—Public sales comprised 9,9 half-chests Black Leaf. Sales were made in first crop Keemun Sjd. per lb., and in Monings from 4d. to 5d. per lb. Some considerable sales have been made in fine Keemun for export, from 8d. to 1s. 4d. per lb. In medium Ninghows 5d. to 5d. has been obtained from the home trade. Fine Panyongs have been sold up to 10d. per lb., and are still inquire for. Monings, from 3d. to 4d., remain steady, and are in some request, showing most excellent value.

By kind permission of Lt.-Col. Aitken and Officers, the band of the 119th Infantry will play the following programme of music, at the King Edward Hotel, during dinner, this (Friday) evening (weather permitting):—

March..... "Under the Double Eagle" Wagner
Selection .. "Folk Songs of Italy" .. Kampezzotti
Valz..... "The River of Youth" .. Liddell
Selection .. "Faust up to date" .. Lutz
Dance..... "Old Tapestry" .. Horgett
Serenata .. "Love in Idleness" .. Macbeth
Extra ..

Selection .. "Reminiscences of Ireland" Godfrey
Intermezzo .. "On the Road to Moscow" .. 10cts
Menu:—Hors D'Oeuvre—Caviar on Toast
Soup—Crabmeat Chicken Soup, Italian Consomme
Fish—Boiled Fish. Entrées—Brisket of Chicken
Larded, Pate-de-foie—Roast Aspic, Grilled Fillet
of Beef. Joints—Roast Turkey, Boast Saddle of
Mutton, Boiled York Ham. Curry—Curry Lobster
Vegetables—Boiled Potatoes, Mashed Potatoes,
Cabbage, Beans—Puddings—Flan, Pudding, Gooseberry
Tart and Cream, Vanilla Ice Cream. Fingers—
Fruits in Season. Tea and Coffee.

If the report is accurate, an accident has happened on the East River at New York which is the most extraordinary within our recollection. Descending into the tunnel which is being made under the East River close to Brooklyn Bridge, a workman somehow got into the compressed air chamber. From this he was shot up through the roof of the tunnel, through 15ft. of mud on the river bed, and through the river itself into the air outside, and dropped back into the water again! More extraordinary still, he was quite uninjured, and kept himself afloat until picked up. Men have been blown bodily through doors and even through walls before, but we are certain the above put up a record. Who will talk after this of the impossibility of being shot out of a cannon, as Jules Verne's heroes were in "From the Earth to the Moon"! Thus far the *Globe*. For ourselves, we attach great importance to the first five words.

An extraordinary general meeting of the Sanitary Institute of Hongkong was held on Wednesday night in the rooms of the Institute, No. 10, Wyndham Street.

The following office bearers were elected to serve until October next:—Dr. Pearce, chairman; Messrs. Cunningham, Jackman Carter and Dr. Clark, committee of management; Dr. Macfarlane, treasurer; Mr. Gibson, secretary; and Mr. Carter, assistant secretary.

It was announced that an examination for Inspectors of Nuisance will be held in October should sufficient candidates present themselves.

A number of Chinese were holding a funeral feast at Wan Chai Road on Wednesday night when two marines from H.M.S. *Andromeda* entered the house, assaulted the inmates, and began to break up the furniture. The police were sent for, and were marching their charges to No. 2 Police Station when they in turn were assaulted, and the marines attempted to escape. They were, however, secured and placed before Mr. Orme at the Police Court yesterday, when they were each fined \$10 and ordered to pay \$5 compensation.

TELEGRAMS.

[DAILY PRESS SERVICE]

ENGLISH KING AND FRENCH MINISTER.

LONDON, 4th May.
The King has had a long interview with M. Delcassé, the French Foreign Minister. It is assumed that the Morocco question was largely responsible for the protracted duration of the interview.

LABOUR TROUBLE AT CHICAGO.

LONDON, 4th May.
An extensive and serious strike, which latterly is accompanied by rioting, is in progress at Chicago.

[REUTER'S SERVICE]

THE RIOTS IN WARSAW.

LONDON, 2nd May.
The Warsaw disturbances were renewed in the suburb of Praga last night; the Hussars fired killing four and wounding many. At 9.45 p.m. a bomb was thrown into a military patrol in the chief street, and the troops fired three volleys; the bomb killed two Cossacks and a policeman, and wounded two ladies; many were killed and wounded by the volleys but the number is not ascertainable as the troops immediately surrounded the whole district.

LATER.
Reuter's correspondent in Warsaw writes, that in the fighting of yesterday, the troops not only fired but used the butts of rifles, bayonets and swords, breaking the heads and limbs of women and children and inflicting terrible injuries. The troops in Kalisz in Poland entered a church where a congregation was singing patriotic songs, and a fight ensued, a number of women being killed. In consequence of the bloodshed a general strike has been proclaimed in Poland and Lithuania.

LOSS OF A BRITISH DESTROYER.

LONDON, 2nd May.
During the naval massacre at Berehaven on Monday night, the destroyer *Syren* ran on reef and broke her back; no lives were lost.

THE WAR.

[DAILY PRESS SERVICE]

THE THIRD BALTICERS IN SIGHT.

PENANG, 4th May.
The steamer *Selangor*, which arrived here to-day, reports that she passed the Third Squadron of the Russian

Admiral Nebogatoff's fleet was then off Jogra.

BOXERS.

During the past ten months bands of Hongkong have been holding meetings in Chuenwei and towns around. Their avowed purpose was according to some, to uphold idiosyncratic customs and resist pro-foreign tendencies. They were composed mostly of farmers and coal workers. In December they were reported to be thousands strong, but meeting secretly. During that month a leader was captured and his property confiscated, but still they seemed to grow until in February there were seventy or eighty bands reported to be nightly drilling. In the beginning of March a village was asked to contribute funds for a new school. It refused, saying that there was no need of a school and no scholars to send to it if it were built. The magistrate seized a ring-leader of this passive resistance movement. An attempt was made to rescue him and during the confusion of the succeeding few days two chival and two soldiers were killed, a gunboat smashed up, and a policeman cut to pieces. This was a signal for a general rising, but too soon for the Boxers it seems, for they were unprepared. They marched on the city of Chuenweihsien. It shot its guns and sent for help. At this critical time Dr. Smith, of the Canadian Mission, and party, mostly ladies, arrived by river. They were ordered to return, as no protection could be given them. They saw from their boat a fight between the Imperial soldiers and the Boxers. When they were about to return the magistrate offered to take them into the city, where they stayed two days in terrible suspense, hearing the wailing of the Chinese, who were still more frightened, and seeing heaps of the headed bodies all around.

The Boxers being defeated the missionaries were escorted safely to Kiating. The Boxers took refuge in a fortress called the "Iron Mountain," where they are now, at the time of writing, besieged by the Imperial soldiers. The consternation all around is very great, and people are flocking into Kiating for the protection of the walled city.—N.C. Daily News.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 4th at 11.55 a.m. The barometer had risen generally, except over the S. Philippines.

A high pressure area, which is progressing Eastwards, is centred between the E. coast of China and W. Japan.

Gentle winds are slight in the North, and moderate in the South.

Strong N.E. and E. breezes may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast:—Fresh E. winds; fair.

BALTIC FLEET NEWS.

STILL AT VAN FONG BAY.

"Yes, we saw the invincible Armada" replied Second Officer Gully of the s.s. *Waihara*, which arrived here from Penang yesterday, in reply to a question from a *Daily Press* reporter.

Captain Brown, master of the *Waihara* referred our representative to Mr. Gully who was the officer of the watch when the vessel passed

the Baltic fleet, and the second officer related his story as follows:—We saw about

for two vessels riding at anchor in the bay, amongst them three three-funnelled and four

or five two-funnelled. The majority of them

were not very modern ships and one, with the

royal yards across, I am almost sure was a boy-

raining ship. The *Peterburg* was doing patrol

duty outside the entrance to the bay, but did

not signal us as we passed. The vessels

were still coaling. The whole fleet is

within the three mile limit of the Annan coast.

Probably the Russian Admiral left Kamtschat-

ka Bay because he was aware that in the event of a

Japanese torpedo attack he was in a veritable

death trap. His position at Van Fong Bay,

CORRESPONDENCE.

NEW CHURCH AT SHEK-KEI

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—The May 1st of the Hongkong C. M. A. records the consecration by the Bishop of Victoria of a new native church at Shek-kei, Hong-Shan. The writer of the report really ought to consider the righteousness or otherwise of trifling with Truth, even in jest. He says "The rain worn out, perhaps, by its recent exertions, ceased to descend." Not much exception can be taken to that, except that it is difficult to see how rain that was "worn out by its exertions" could be in a position to "cease to descend." When the missionary writer assures us that "the fog, at last taking compassion on the sea-faring man, lifted," I fear he cannot be so sincere as his cloth demands. Shakespeare liked more to bow, but this gentleman positively attributes compassion to a fog. The Bishop had invited six missionaries to accompany him, and I fear they failed to realize their opportunity. It is written:—

"We breakfasted on deck from unlimited supplies at eight o'clock, and after Morning Prayer had been said by the Bishop, were free to devote our energies to admiring the scenery." Life is so short, and duty so big, that I am afraid I must regard that as a confession of wasted time. Was there not the crew to please, in season and out of season? Approaching Shek-kei, the reverend auteur notes that "the pagoda towers well up on a high hill at the back of Shek-kei; and if its influence is effective in the same ratio as a lightning conductor, a very large tract of country must rejoice in secure protection!" This excellent satire shows a return to the praiseworthy energy in a good cause which I think we all expect of our missionaries; but I am not altogether pleased yet. I fear the possible effects of rationalization. Is there not a danger that the dignity of our own venerated spires may be thus exposed to attack in return? We cannot be too careful. The new church is a fairly substantial looking building (the pride of the Shek-kei Christians), two stories high, high enough, it is said, to injure the "fung-shui" of some neighbouring houses. On the ground floor is a preaching hall for *heathen* congregations, a school-room, and several small rooms to accommodate teachers." Upstairs (two elaborate stone staircase) is a "pretty little church, lofty, airy, and well lighted." Perhaps the stained glass will come in time." It is to be hoped the dear Bishop took at least one missionary who would warn our native brethren against perils of spiritual pride, pomp, and vainglory. It is so hard to get the Chinese to see things as we do. During the service there was a regrettable misunderstanding.

"The Bishop stood up to the Communion rail and gave out his text from the Prophet Haggai—"The glory of this latter house shall be greater than of the former, saith the Lord of Hosts; and in this place I will give Peace"—then a loud cry was raised: 'The floor is giving way.' Instantly there was a great hubbub and commotion especially among the heathen women. It was found to be a false alarm, and after some time with great difficulty calm and order were restored, and the service of Consecration proceeded. At the end of the prayer for the Church Militant the Native Pastor three times pronounced the 'Missa est' but over than one of the English Clergy was compelled to walk down the Church and personally persuade the non-Communicants to leave. And some, we were afterwards told, went down by one stairway only to come back by the other!" The writer continues:—

"We left Shek-kei at three o'clock, though to do so we had 'regretfully' declined a pressing invitation to a feast which was to be held at five. As the tide allowed it we returned to Hongkong by a way that brought us past Macao. The ship was small and the sea was big. Some of us knowing that an extra passenger had been taken on board, and fearing lest provisions should run short, considerably absented ourselves from dinner! But that was to cast a slur on a generous provider, we were told. By no means. We realized the possibility of being stuck on a mud bank for several days! This consideration for the needs of other passengers merits our approval; but I could wish the writer had remembered the need for doing good by stealth. It has been suggested to me that the writer intends some humorous reference to seasickness; but as such vulgarity would be out of place in the church leaflet, and as it would involve an accusation against the reverend writer of having deliberately (for no higher purpose than to create mirth—the laughter of fools is that as thorn crackling under a pot) made a misstatement, I refuse to accept it. May I ask you for your opinion?

Yours in all sincerity,

JOHN.

The Editor considers the quotation in a humorous light. "Jovis" ought not to regard my missionary utterances as statements of fact.

THE LATE SIR R. T. RENNIE.

The news, which has only reached Shanghai indirectly, of the death at home of Sir Richard Temple Rennie, has been received with much sorrow by those who have been long enough resident in the East to recall the brilliant legal acumen and charming social personality of the lawyer who presided over the Supreme Court here from 1882 till 1891. Prior to his appointment as Chief Justice of the Supreme Court, which then included Japan, as well as China and Korea, in its jurisdiction, Sir Richard had been for four years Judge of H.M.'s Court in Japan. He was a son of the late Mr. George Rennie, M.P., born in 1839, called to the bar by the Inner Temple in 1869, and knighted in 1882. We cannot do better than re-echo the words of a writer in the *Japan Mail* who says:—

"He was a man of eminently high judicial abilities and as a friend it was impossible not to be attracted by his genial disposition and many charms of manner and conversation. He obeyed and improved the best traditions of English justice; he was always foremost in works of charity; he knew no distinction of persons; he dispensed the widest hospitality; and whatever was for the benefit of the community found in him an active supporter."

N.C. Daily News.

THE ARMY ESTIMATES: FAR EAST VOTES.

Having already stated that the Army Estimates for the year ending 31st March, 1906, amount to £29,133,100, against £28,900,000 last year, a net increase on ordinary and extraordinary services of £13,100, the *London & China Express* gives the details for the Far East, so far as they can be obtained from the various votes:—

CHINA.—Regimental Establishment (Hongkong), Wei-hai-wei, &c.—Garrison Artillery: Two companies, 762 of all ranks. Engineers: One company, 13 officers, 194 men. Infantry: One battalion, 838 of all ranks. Army Service Corps: 5 officers, 26 men. Royal Army Medical Corps: 15 officers, 57 men. Colonial and Native Indian Corps: 36 companies of Infra, try, four of Royal Artillery, and one of Local Engineers. A note appended to the latter establishment explains that of the four Native Indian battalions, two are at Hongkong and two in North China; and there is the Chinese Regiment. The total of Chinese Regimental personnel is 4,769. Of the Army Ordnance Department there are 7, and of the Army Ordnance Corps 34. The total of all ranks is 6,723. The number of transport animals for North China is to be approximately, 550. Last year these animals were not numbered.

Pay.—In Vote 1 the rates for pay and other expenses of the Indian force in North China, including wages, &c., of departmental establishments, is £115,000 (£74,000 last year). The contribution from the Colonial revenue in aid of military expenditure at Hongkong is £128,000 (£121,500 last year).

The Staff of the Command.—In the same Vote the rate of pay per day provided for by the Staff of the Royal Engineers, £2.0s; Deputy-Assistant-Adjutant-General, £1.1s.; Deputy-Assistant-Quartermaster-General, £1.1s.; Aide-de-camp, 1s.; Total, 5; £3,048. Servant allowances, £152; table money, £257; Garrison Staff Sergeant, £18; interpreter, 21s.; messenger, office keeper, &c., £3. Total, General Staff, £3,051.

Chinese Regiment.—In Vote 1 the rates are for fifteen European officers, £5,646; seven sergeants of various ranks, £1,152; nine Chinese sergeants, £118; eight buglers, £33; 305 corporals, privates, and interpreters, £3,745. The total pay for the regiment is £11,646.

Royal Garrison Artillery.—The total annual pay for the Artillery at Hongkong and at Singapore is £10,000.

Royal Engineers (Natives).—The annual pay for the Royal Engineers at Singapore, Hongkong, and Ceylon is £1,300.

The Study of Japanese.—In Vote 1 there is provision for officers studying Japanese; but it is among miscellaneous votes, and the amount is £50.

Chaplain Department.—Chaplain for Hongkong and Wei-hai-wei, £183; servant allowance, £23; chapel clerk, orderly, &c., £32; officiating clergy and allowance for contingencies, £4.15; payments for buildings for divine services, £45. Total, £698.

Medical Establishments.—Vote 2: Colonel at Hongkong, North China, and Wei-hai-wei, £739; twelve medical officers of various ranks £4,700; two quartermasters, £240; servant and mess allowance, £350. Total, £6,180. Postage and contingencies, £10. Twenty-one nurses, £720; allowances for board, washing and clothing, £1,120; servants, £2,00; 82 nurses, &c., in women's hospital, £180; clerk, 200; orderlies and miscellaneous labour, £330.

Army Service Corps—Vote 6: Water Transport Establishment, including crews of War Department vessels at Hongkong, £900. Civilian subordinates and working military parties: Two clerks, £355; other subordinates continuously employed, £1,115. temporary labour only, pay of military working parties, £1,175. Pay of Land Transport Establishment, £800. Total, £3,445.—Water Transport Establishment, including crews of War Department vessels in North China, including Wei-hai-wei, £90. Civilian subordinates and working military parties: Seven clerks, £375; other subordinates continuously employed, £1,432; temporary labour and pay of military working parties, £180. Pay of Land Transport Establishment, £3,170. Total, £5,457.

Quartermasters, Land Transport, Remounts, and Supplies.—In Votes 6 and 7 are the following sums for Hongkong: Lodging and stable allowances, £5,700; field allowance, £2,000; hire of buildings to supplement barracks, £2,380; barrack services, £1,500; conveyance of troops, £1,600; carriage of stores, £2,000; remounts, £27,500; forage and palliasse straw, £3,500; fuel and light, £7,500; colonial allowances, £2,000; water supply, £1,500; advertisements, £20. Total, £42,820. Appropriations in aid, £100.—The corresponding sums for Wei-hai-wei and North China are: Lodging and stable allowances, £290; field allowance, £150; hire of buildings to supplement barracks, £2,000; remounts, £2,000; conveyance of troops, £2,000; carriage of stores, £2,000; remounts, £2,000; forage and palliasse straw, £2,700; fuel and light, £9,700; colonial allowances, £700; advertisements, £30. Total, £41,140. Appropriations in aid, £1,400.

Army Ordnance Department.—In Vote 8, pay of the staff of various classes employed in the Army Ordnance Department, the items for Hongkong are: 173 clerks, writers, and other subordinates continuously employed, £6,258; temporary labour, £1,712. Total, £7,977 (£7,400 last year).

Works and Buildings.—In Vote 10 there is a sum of £1,860 (£1,840 last year) for staff for Engineer services in North China. The new works, &c., amounting to £2,000 and upwards, are as under: For providing new and improving existing barrack and other accommodation at Peking a rate of £500 is asked. The total estimate for the work is £20,420; but it is stated that this estimate is under revision. The amount already voted for it is £17,920, and the probable expenditure to March 31, 1905, is stated to be £12,330. For the tramway from the magazine to the Arsenal Yard, Hongkong, £120 is asked. The estimate for the work has been increased, with Treasury sanction, from £6,000 to £8,200. Nine-tenths of the cost is borne by the Admiralty. The amount already voted for the work is £900, and the probable expenditure to March 31, 1905, is £700. For reconstruction of workshops and refitting stores handed over by the Admiralty £12,500 is asked. The total estimate for the work is £25,000.

Pensions, &c.—In Vote 15 £264 (£267 last year) is asked for allowances to heirs of Asiatic troops (Hongkong Regiment, local companies of Royal Artillery, Royal Engineers, &c.).

KUROPATKIN'S RECALL.

By order of the Year, bearing date March 15, General Kuropatkin was relieved of his functions as Commander-in-Chief of the Russian military and naval forces in the Far East, and General Linievitch appointed to succeed him. For some time past it has been understood that the recall of the Russian commander was decided in principle, but it was anticipated that the succession would fall to the Grand Duke Nicholas. At the last moment this idea has been abandoned, and to Linievitch, at all events temporarily, has fallen the task of extricating, if he can, the remains of the Russian armies from their dangerous position.

The prevailing sentiment throughout the world will be one of sympathy with General Kuropatkin, and of regret that the magnanimity which we usually associate with the actions of Monarchs should not have inspired the Emperor of Russia to extend to his faithful servant who has borne the burden and heat of a year of war some measure of Imperial gratitude. So far as Kuropatkin personally has been concerned he has always been a popular figure, and regret will be expressed, even among those who have not the slightest sympathy with Russia's cause in this war, that such a persistent and courageous soldier should have been deprived of his rank and title.

"If you send one of us across the Channel to invade England instead of going yourself," said Bernadotte to the First Consul, "success will elevate the victor to a higher position than yours."

From sources friendly to the Russian cause we gather that Kuropatkin remained what his previous record had led us to anticipate would be the case—nearly, an administrator and a man of minutes, endeavouring to make good the manifold defects in his armies by intense personal energy and constant interference, and losing in consequence the power of dominating the battle and the theatre of war by reason of his self-imposition in detail. He was, and he remained, a Chief of Staff, and the one thing Russia lacked was the genius of a Skoboleff to utilize not only the warlike attributes of a great and most gallant army, but even the talents of Kuropatkin himself, which would have been of infinite service to his country if employed upon those duties for which they were pre-eminently adapted.

There is no reason, however, why war should not even now introduce us to a born leader of men on the Russian side. On the whole there is perhaps no other nation to which we should look more confidently for the rising of a star of the first magnitude in war, for nowhere else are the conditions quite so favourable for his appearance. But, as Napoleon said in that incomparable opening paragraph descriptive of the 18th Brumaire, *quelquefois il fard de paraitre*, and we have not arrived at the moment when the genius appears, all obstacles fall before him, and the people exclaim with one accord, *le voit!* It is also certain that the sum of study and experience required for success in modern war militates against these questions, since the character of Kuropatkin's relations with his Imperial master on the one hand and with the Viceroy Alexeoff on the other is not yet sufficiently cleared up to authorize the expression of any final judgment.

Kuropatkin's friends tell us that he was hampered at every step, that every fault was not his, but that of some one else, and that the General himself was only the passive agent of the Imperial will. We are told of the Year's study, with the maps outspread and the positions of all the troops elaborately set out, and we are asked to believe that a raid, a reconnaissance, or a general action may have been, and indeed were, the result of some Imperial indiscretion or impromptu. When we ask how it could be that a general should submit to such dictation and throw away men's lives in actions known to be unwise, we are told that Kuropatkin's device was *total et seriat pendente*;

that no free Englishman could understand the motives that would prompt an anything but free Russian, and, in short, that Kuropatkin only existed to obey his master's behests, whatever they might be and whether filtered through Alexeoff or through another.

But then, on the other hand, we are told an absolutely different story. Alexeoff has stated without a shade of hesitation that Kuropatkin did exactly what he pleased, and even at St. Petersburg the idea that any action or inaction on Kuropatkin's part was prompted from a high master is energetically denied. The General himself has very properly kept silence from first to last, but in course of time it will probably become known how far he was hampered and how far he was a free agent. In any case the cause of proof that his acts were not due to his own initiative certainly lies upon those who state the fact, since it is against all sense and reason that even a Russian General should retain his command and allow his army to become the sport of something worse than an *Ancis Council* six thousand miles away. Neither Suvarov nor Skoboleff, certainly would have proved so malleable, and if the autocratic system demands that Generals should lead armies to defeat against their better judgment, economy would profit and the national cause suffer no harm by the removal of the names of all Generals from the Russian Army List.

If we take the facts before us and exclude, until it is proved, the suggestion of dictation by the Year, the record of Kuropatkin as a leader of armies during the war does not entitle him to a place among the immortals. The abandonment of Sascutchin on the Yalu in face of very superior forces, the dispatch of Strelakberg to his ruin at Teliou; the failure to gain the slightest advantage from the dispersion of the Japanese armies during their difficult march over the mountains; the reverse at Ta-shih-chiao and Si-mu-cheng; and the four great defeats which finally wrecked the armies of the Year did not give occasion for Kuropatkin to display at any point high talent for command. Much was made of his successful withdrawal from Liao-yang without disaster but since the numbers engaged on both sides and the character of the position have become better known it is possible that this historian may find more fault with his conduct of this battle than of any other. At the Shih-he he set his army in a task which, according to the experience of all that had passed, was of the greatest difficulty, and the reverse of the former. His army was manifestly incapable of executing, and even if the plight of Port Arthur demanded a sacrifice of the army, the direction of the several columns and the want of cohesion in their action displayed an absence of the practice of troops leading and of the genius for modern battle on a large scale, which made Oyama's task comparatively easy. At Hei-kou-tai the Commander-in-Chief remained passive with two armies while Gripenberg with seven divisions fought an independent action and was beaten, the initiative and will of the higher command nowhere impressed themselves upon the operations. Finally, at the great battle of Mukden, Kuropatkin followed his enemy's lead too humbly, re-organized the direction of the main attack too late, and though he made a gallant effort, to which later history will add ample justice, to stem the on-coming torrent, he was always at least behind the fai-

ture. We were not able at an early stage of the war to concur with the adulation showered upon Kuropatkin; since it was obvious that he had nothing whatever to deserve it, and that the prevailing sentiment was inspired not by reason but by hysterical writers intent upon pandering to the instinct of hero-worship which always cries out for a god and frequently fixes upon the most undeserving person as the object of its affections and emotions.

The Anglo-Saxon race is peculiarly given to this pleasing act of self-deception, ruled as it is, both in England and America, not infrequently by sentiment rather than by sense, and the tendency is not one to be encouraged, since it not only arouses false hopes but leads, after disappointment, to most unjust suspicions and reprisals against quite respectable individuals who might perform useful service in the State were they not set upon a pinacle and expected to perform prodigies necessarily reserved for immortal beings. The result is hard upon every one, since public opinion is deprived of the rock on which its faith was built, while all around the ground is littered with the remains of shattered idols. We must also recognize the fact that, when Emperors and Kings no longer lead their legions in war, the attainment of a high position in public favour by a great General is apt to overshadow the popularity of a home-staying and peace-loving Prince and that, as soon as a great reputation made by war is in the forming, influences become automatically set in motion to counteract this undesirables process.

"If you send one of us across the Channel to invade England instead of going yourself," said Bernadotte to the First Consul, "success will elevate the victor to a higher position than yours."

NOTICE

WE HAVE THIS DAY

REMOVED TO NO. 17, QUEEN'S ROAD,

Premises formerly occupied by Mr. Fr. Blunck, silk lace manufacturer, and Next Door to our Former Address.

LONG. HING & CO.

DEALERS IN PHOTO GOODS.

Hongkong, 4th May, 1904.

SHIPPING ITEMS.

"KINTUCK" COLLIDES WITH JUNK.

The s.s. *Kintuck* arrived from Singapore yesterday. South of Macelsfield Bank, at about 5 p.m. on the 1st instant, she met an Italian cruiser and transport bound south. North of Amambu Islands she met a British red-cross ship, supposed to have Russian refugees from Shanghai on board, bound south.

THE "ROBERT K."

The tug *Robert K.* has arrived from Manila with the old Spanish gun-boats *Maz de Ware* and *Reina Christina*, sunk during the war, recently raised and sold to a Chinese syndicate. The *Reina Christina*, now anchored at Junk Bay, is to be sent to Shanghai, and the *Maz de Ware*, now at Yau-mati, will remain at Hongkong.

The Hopper sand-sucking dredger, which sailed from Flushing for Shanghai after having reached Ushant, has again started on her voyage. The return may be of benefit to the underwriters who have written her, as it brings her more into the summer months. Notwithstanding all that has been written as to the worthlessness of this kind of craft, the contention must still be maintained that they are fine weather craft.

STEAMER MOVEMENTS.

The O. & O. str. *Coptic*, with mails, &c., which left April 4th for San Francisco via Shanghai, &c., arrived at her destination on the 1st inst.

The Barber Line str. *Sotzwe* arrived at New York on the 1st inst.

The C.P.R. steamer *Empress of China* left Vancouver on Monday, the 1st May, p.m., for Hongkong via the usual ports of call.

The Indo-China str. *Kumang*, from Calcutta and the Straits, left Singapore for

YOUR HEALTH IS IN DANGER

The moment your Stomach fails to digest food properly!

THE SIGNALS ARE:

PAINS AFTER EATING. LANGUOR. PALPITATION. ACIDITY. LOSS OF APPETITE. HEADACHES. CONSTIPATION. INSOMNIA. DIZZINESS.

WHEN from loss of tone, errors in diet, worry, climatic changes, overwork or any other cause, your digestion is impaired and food fails to nourish you, all you need to make you strong and well again is a course of Mother Seigel's Syrup, the tonic roots and herbs. Thirty drops in a little water, taken daily after meals, will cleanse your system and restore tone and vitality to your stomach, liver and intestines. It cured Mrs. Elizabeth Cole, 89, Railway Street, Pietermaritzburg, who writes: "For three years I suffered terribly from indigestion and biliousness and tried various medicines, but I found the only real cure for indigestion is Mother Seigel's Syrup, which put me quite right two years ago. Since then I have had no return of the complaint."

MOTHER SEIGEL'S SYRUP

ASSISTS DIGESTION, MAKES FOOD NOURISH YOU.

GREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
HONGKONG.

WHITE WINES:

	Per Case Quarts	8.00
GRAVES		
GRAVES SUPERIEUR	" "	11.00
SAUTERNES	" "	9.00
SAUTERNES SUPERIEUR	" "	11.00
CHATEAU LA TOUR DE LILLE	" "	18.00
CHABLIS	" "	18.00
MEURSAULT	" "	25.00
MONTRACHET	" "	32.00

N.B.—All our Wines and Spirits are Bottled at Home, thereby ensuring to our Customers all the advantages accruing from bottlings done at home under the direct supervision of the Growers and Distillers, as compared to bottlings done in China, by Chinamen at the services of European Firms.

45-1

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BUSINESS DIRECTORY.

IRON MERCHANTS.

SINGON & CO., Iron, Steel, Metal and Hardware Merchants, Wholesalers and Retail Ironmongers, Pig Iron and Foundry, Coke Importers, General Stores, keepers and Commission Agents. 35 & 37, Hing Loong Street, (1st Street, West of Central Market.)

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BOARD AND RESIDENCE
BOARD AND RESIDENCE.

MRS. GILLIANDER'S "GLENWOOD, CAINE ROAD." Hongkong, 19th March, 1904. 1761

"TANG YUEN."
BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation. Apply— MANAGERESS, Macdonnell Road

FAIRALL & CO., Queen's Road Hongkong, 2nd March, 1905. 190

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER, 2 Pedder Hill, Hongkong, 1st January, 1905.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that DE NEDERLANDSCHE GIST-EN SPIRITUUSFAERIEK, also trading as The Nederlands Distilleries, of Hof van Delft, Delft, Holland; Distillers; have on the 3rd of March, 1905, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK:



in the name of DE NEDERLANDSCHE GIST-EN SPIRITUUSFAERIEK, also trading as The Nederlands Distilleries, who claim to be the proprietors thereof.

The TRADE MARK has been used by the applicants in respect of Geneva and other Spirits in Class 2.

A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated this 3rd day of April, 1905.

DE NEDERLANDSCHE GIST-EN SPIRITUUSFAERIEK,

By J. C. VAN MARKEN, Director.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that MELLIN'S FOOD, LIMITED, of Mellin's Food Works, Stafford Street, Peckham, London, England, Manufacturer; have on the 3rd day of March, 1905, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK:



in the name of MELLIN'S FOOD, LIMITED, who claim to be the proprietors thereof.

The TRADE MARK has been used by the Applicants in respect of Substances used as food or as ingredients in food, particularly food for infants and invalids, lacto-glycose and biscuits, in Class 42.

A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated this 3rd day of April, 1905.

MELLIN'S FOOD, LIMITED,

BY J. E. MAUL, Secretary.

ARMY PHOTOGRAPHERS.

The War Office requests Officers Commanding Units to submit Photographs and Films suitable for conversion into Lantern Slides.

—War Office Memorandum.

The Officer Commanding wishes to notify N.C.O.'s and men in possession of Cameras that all reasonable facilities will be given them for the purpose of securing Photographs portraiture Army Life. "A" Company's orders.

"It appers," explained Private Smith, "that they want to advertise the Army with a magic lantern."

"They've got a bit tired of showin' a picture of a soldier in marchin' order, an' callin' it the advantages of the Army."

"We was talkin' about it the other night down in the 'ole in the Wall, me an' Nobby Clark an' a new chap of 'A'—I forgot his right name for the minute, but we call him Smiler—an' Spud Murphy an' Appy Johnson."

"I 'don't know,' sez Nobby, 'but me an' Smiley are grin in for it—ain't we, Smiley?'"

"No, I 'uz."

"Mo an' Smiley's got a camera," sez Nobby, takin' no notice of me I said, "an' to-morrer we are goin' round barracks to see what we can do in the photo line."

"I thought old Nobby was codlin', but 'e wasn't, for up 'e comes next mornin' with one of them concordin' machines that pull in an' out, an' at ten o'clock up goes Nobby to the Orderly Room an' asks to see the old man."

"Well, Clark, sez the Colonel, 'what do you want?'"

"Beg pardon, sir," sez Nobby, "but me an' Smiley's got a camera, an' we'd like to take a few photos for the War Office."

"The old man was as pleased as Punch. Very good; very good, indeed," sez the Sergeant-Major, see that Smith an' Clark are excused all parades for a week," sez.

"Is that all?" sez Nobby.

"So me an' Nobby walked about for the rest of the week doin' nothin', an' the other chaps was very wild."

"We used to go an' watch 'em on parade an' pretend to take snapshots of 'em."

"Nobby caused a bit of unpleasantness by sayin' to the Adjutant that 'e'd like to take a photograph of the regiment on parade in full marchin' order."

"You ought to know better," sez Spud Murphy, very fierce. "I'm surprised at you, Nobby. There ain't another marchin' order parade for a month, an' 'e're you've been an' got orders put in for one to-morrer!"

"All the chaps in the room who was busy cleanin' their straps an' packin' their valises said, 'Ear, ear, but me an' Nobby sat on a bed doin' doin' nothin'."

"You wait till you see yourselves in a magic lantern, sez Nobby. 'An', besides,' e sez, "I'm goin' to take a lot of you chaps by yourselves to-morrer."

"Froo!" sez Spud, eagerly.

"Don't be a miser," sez Nobby, sternly; "don't be a miser, Spud. A tanner won't break you'll it? It costs me that."

"'Ow do you do it, Nobby?" sez Smiler.

"It's as simple as drinkin', sez Nobby, gettin' down is camera. 'I point it at you, push this cut-off an' you're took in a minute!'"

"Well, Nobby kept the regiment standing half an hour on parade next mornin' waitin' for the sun to come out."

"Mo an' him was in the corral of the parade ground, 'm oldin' in camera, me waggin' my head backward an' forward tryin' to look as if I knew all about it, an' the battalon standin' still with attention."

"Bimble the Adjutant sings out:

"'Ave you taken it?"

"No, sir," sings out Nobby.

"Well, 'ury up," sez the Adjutant; "mo' Nobby obeys orders an' pushes the button."

"I want to see that you come to-morrer," sez the Adjutant.

"Yesir, sez Nobby.

"Some'ow old Nobby was a bit depressed all that day. After tea 'e' sot to me:

"'Smiley, come for a walk in town; I want to have a bit of a chin wag.'

"Smiley" sez when we got out that night, "do you know anything about photos?"

"No, I sez."

"No more don't I," sez, with a sort of sigh.

"What I sez."

"No, I sez. I don't know a bloomin' thing about it. I bought this camera from a chap down the 10th-street. 'E' sold it cheap, bein' slightly damaged. It didn't got one of its parts. I forgot which. Any'ow, the chap said it didn't matter."

"Look 'ere, Nobby! I sez, stoppin' in the street, 'ave you got the monkey box with you?'"

"Yes, I sez. 'I never let it out of my sight,' an' pulls it out of his overcoat pocket."

"We'll take it in to that chap that takes photos, an' see what's wrong with it."

"So we took it into the photo shop, an' Nobby tells the chap all about it. The chap looks at the camera for a bit, an' me an' Nobby looks at 'im very anxious."

"What do you want me to do?" sez.

"Take out the photos we've took," sez Nobby.

"You've took, Nobby; not me," I sez.

"We're both in, Smiley," sez Nobby.

"There ain't no photos," sez the photo chap.

"No photos?" sez me an' Nobby together, an' Nobby went pale.

"No," sez the photo chap, "there ain't no films."

"Hey!" sez Nobby.

"No more less neither," sez the photo chap.

"Does that make any difference?" sez Nobby.

"You've done it!" I sez, an' I told the photo chap all about it. "Nobby took the picture of the regiment on parade, an' 'ow the Adjutant sez 'e wanted a copy of the photo to-morrer."

"Where was it took?" sez the photo chap.

"On parade," I sez.

"I've got a photo of a regiment at 'ome took on that very parade," sez the photo chap. "I'll tell you what 'l'll do: when I get 'ome to-night, I'll send it on to you. You can say you took it, an' it'll be all right."

"Old Nobby brightens up wonderful."

"Is it our regiment?" e sez.

"No, sez the photo chap; "but it's so small, you can't tell what regiment it is."

"That'll do," sez Nobby. "Send it straight to the Adjutant, an' we both went back to barracks ight satisfied."

"Next mornin' we was sent for to the orderly room.

"Good mornin', Clark; good mornin', Smith," sez the Adjutant, when, 'e saw us.

"Nice photograph that you sent us."

"Y. A. sir," sez Nobby; "but I said nothing."

"Took it yourself?" sez the Adjutant.

"Yes, sir, sez Nobby."

"Ah," sez the Adjutant, very affable, "the Colonel is very interested in it."

"Very glad to 'ear that, sir," sez Nobby.

"The Adjutant took the photo from 'is pocket an' 'anded it to Nobby.

"Nobby looks at it: so did I. Then we saluted an' went back to the barracks-room.

"Nobby didn't speak for a long time. When 'e did, 'e said somethin' about the photo chap, an' then—

"Was there anything I said to the photo chap last night that 'd make 'im think we was Highlanders, Smithy?"—EDGAR WALLACE, in Daily Mail.

SHIPPING.

ARRIVALS.

EMPIRE, British str., 28th, P. T. Helm, 4th May.—Kobe 29th April, General—Gibb, Livingston & Co.
FRETHORN, Norw. str., 891, H. A. Haraldsen, 4th May.—Tamsui, Amoy and Swatow 3rd May, General—Osaka Shosen Kaisha.
HANGKONG, British str., 1,356, Wilde, 4th May.—Shanghai via Swatow 3rd April, General—Jardine, Matheson & Co.
HEIM, Norwegian str., 758, Alb. Erikson, 3rd May.—Bangkok 26th April, Rio—Chinese.
HORNET, British cruiser, 4th May.—from Mira Bay.
KINTUCK, British str., 2,880, D. Robinson, 4th May.—Singapore 29th April, General—Butterfield & Swire.
LYRA, Amer. str., 3,516, G. V. Williams, 4th May.—Shanghai 30th April, General—Dowdell & Co.
MALT, British str., 2,900, R. A. Peters, 4th May.—Boulogne 18th April, Mails and General—P. & O. S. N. Co.
TELEMACHUS, British str., 1,913, Jas. William, 3rd May.—Saigon 29th April, Rice—Chinese.
VENUS, American str., 819, Anto. de Aranaea, 4th May.—Iloilo 30th April, General—Barretto & Co.
WAHOKA, British str., 1,200, W. Brown, 3rd May.—Singapore 25th April and Hoilow 2nd May, General—Chinese.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
4th May.
Renzo, British str., for Nagasaki.
Hangong, British str., for Canton.
Lyra, American str., for Moji.
Waino, British str., for Swatow.

DEPARTURES.

4th May.
BONAVENTURE, British cruiser, for Mira Bay.
ERI, Norwegian str., for Haiphong.
HAITAN, British str., for Swatow.
HONGKONG I, British str., for Amoy.
ISLWORTH, British str., for Saigon.
KONGWAI, German str., for Bangkok.
KWANGTAH, Chinese str., for Canton.
LOTHIAN, British str., for Singapore.
LIE MOON, German str., for Canton.
MAGNA, British str., for Shanghai.
QUINTA, German str., for Saigon.

SHIPPING REPORT.

The British str. *Kindred* reports: First part light variable winds and clear weather, latter part moderate N.E. wind and overcast.

The Norwegian str. *Heim* reports: Moderate southwesterly breeze and fine weather. The Russian fleet observed in Ione Kobo Bay, Annam.

The British str. *Hongkong* reports: Shanghai to Swatow light to moderate variable winds and foggy weather. Swatow to port strong E.N.E. winds and overcast sky.

The British str. *Empire* reports: Hazy weather and variable winds through the Inland Sea. After leaving Moji foggy weather was experienced with a moderate southerly sea and variable winds until reaching the China coast, when a strong N.W. breeze set in with a moderate sea and hazy weather.

VESSELS IN DOCK.

4th May.
KOWLOON DOCK.—Hanoi, Slavonia, B. A. Brach.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through CAVAN to ADELAIDE, NEW ZEALAND, TASMANIA &c.)

THE Steamship

"EMPIRE,"

Captain Helm, will be despatched for the above ports on TO-MORROW, the 6th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewards are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 12th April, 1905.

973

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR RAYA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CORONANDEL,"

Captain C. M. Montford, R.N.R. carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 6th May, at Noon, taking passengers and cargo for the above ports in connection with the Company's str. "Victor," 6,550 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Varnishes, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabian," due in London on the 18th June, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

L. S. LEWIS,

Acting Superintendent.

Hongkong, 24th April, 1905.

1

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZALDA,"

Captain G. M. Symmoro, will be despatched as above on SUNDAY, the 7th inst. at DAY-LIGHT.

For Freight or Passage apply to

JARDINE, MATHESON & CO.

Agents.

Hongkong, 2nd May, 1905.

1125

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	OWNER'S NAME	FLAG & EIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	CORONANDEL	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon;
LONDON & ANTWERP, VIA SINGAPORE, &c.	PERA	Brit. str.	—	P. & O. S. N. Co.	P. & O. S. N. Co.	About 10th inst.
LONDON & ANTWERP	BENALDER	Brit. str.	1 m.	A. L. Valentini	GIBB, LIVINGSTON & CO.	On 15th inst.
AMSTERDAM, LONDON & ANTWERP	JASON	Brit. str.	1 m.	McIntosh	BUTTERFIELD & SWIRE	On 9th inst.
AMSTERDAM, LONDON & ANTWERP	DARDANUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 23rd inst.
AMSTERDAM, LONDON & ANTWERP	CALCHAS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 6th June.
AMSTERDAM, LONDON & ANTWERP	KINTUCK	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th June.
MARSEILLES, LONDON & ANTWERP, &c.	THEENKAI	Brit. str.	—	Harris	NIPPON YUSEN KAISHA	On 7th inst. at 5 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	DUMBEA	Frans. str.	—	Boyer	MESSAGERIES MARITIMES	On 16th inst. at 1 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	PREUSSER	Frans. str.	—	Dahl	MELCHERS & CO.	On 10th inst. at Noon.
BREMEN, VIA PORTS OF CALL	SEGOVIA	Ger. str.	k. w.	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 10th inst.
HAVRE, BREMEN & HAMBURG	SENEGAMBIA	Ger. str.	k. w.	Jaburg	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG	C. FRED. LAEIZ	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINIE	On 13th June.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	k. w.	Schmidt	HAMBURG-AMERIKA LINIE	On 27th June.
HAVRE & HAMBURG	MARIA VALERIE	Asst. str.	—	Berberovich	SANDER, WIELER & CO.	On 1st June, P.M.
THISTLE 26, VIA SINGAPORE, &c.	LARIBETES	Brit. str.	—		BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	DECALIJON	Brit. str.	1 m.		STANDARD OIL CO.	On 20th June.
GENOA, MARSEILLES & LIVERPOOL	KENNEBEC	Brit. str.	—		SARWAN, TOME & CO.	About 20th June.
NEW YORK VIA PORTS & SUEZ CANAL	ATHOLE	Brit. str.	—		DODWELL & CO., LTD.	About 20th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SAGAMI	Brit. str.	k. w.		CANADIAN PACIFIC R. CO.	On 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF JAPAN	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 10th inst.
NEW YORK VIA SUEZ	HYADES	Am str.	1 m.		DODWELL & CO. LIMITED	On 24th inst.
VANCOUVER, VIA SHANGHAI, &c.	NINGCHOW	Brit. str.	—		ODD WELL & CO.	On 23rd inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	ARABIA	Brit. str.	—		On 21st inst.	On 16th inst. at Daylight.
PORTLAND, OREGON	EMPIRA	Brit. str.	—			On 16th inst. at Noon.
AUSTRALIAN PORTS	TSINAN	Brit. str.	—			On 13th inst. at Noon.
AUSTRALIAN PORTS	PRINZ SIGISMUND	Brit. str.	—			On 13th inst. at 4 P.M.
AUSTRALIAN PORTS	PALERMO	Brit. str.	—			On 10th inst. at 4 P.M.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	CHIMILI	Brit. str.	1 m.			On 9th inst.
TSINGTAO, CHEFOO & TIENTSIN	MALTA	Brit. str.	—			On 7th inst. at 8 A.M.
SHANGHAI	HANGSAM	Brit. str.	—			On 14th inst. at 8 A.M.
NINGPO & SHANGHAI	YOCHOW	Brit. str.	—			On 13th inst. at Daylight.
TAMSUI VIA SWATOW & AMOY	FRITHJOF	Brit. str.	—			On 14th inst. at 4 P.M.
TAMSUI VIA SWATOW & AMOY	PROTEUS	Brit. str.	—			On 10th inst. at Noon.
AMOY, STRAITS & RANGOON	ZALDA	Brit. str.	—			On 13th inst. at Noon.
MANILA	LOONGSAM	Brit. str.	—			On 9th inst. at 3 P.M.
MANILA	RUBI	Brit. str.	—			On 16th inst. at 3 P.M.
MANILA	TAMINA	Brit. str.	1 m.			On 13th inst. at Noon.
MANILA	YUNSAM	Brit. str.	—			On 13th inst. at Noon.
MANILA	ZAFIRO	Brit. str.	—			On 13th inst. at Noon.
AMOY, MANILA, CEBU & ILOILO	KAIPONG	Brit. str.	—			On 13th inst. at Noon.
SANDAKAN	TYILATJAP	Dut. str.	—			On 13th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	MAUSANG	Brit. str.	—			On 13th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	SUISANG	Brit. str.	—			On 13th inst. at Noon.
SINGAPORE VIA SUEZ	KUMRANG	Brit. str.	—			On 13th inst. at Noon.
ISCHIA	ISCHIA	Ital. str.	—			On 13th inst. at Noon.

REGULAR STEAMSHIP SERVICES

BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR STEAMERS LEAVING

SUNDAY, 7th May, 1905.

AT 8 A.M.

SUNDAY, 14th May, 1905.

AT 8 A.M.

SUNDAY, 21st May, 1905.

For Freight, Passage, and further information, apply to Bradley & Co.

LATE

OCEAN STEAM SHIP CO., LTD.
AND
**CHINA MUTUAL STEAM
NAVIGATION CO., LTD.**
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"DEUCALION"	On 6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	On 6th May.
GLASGOW and LIVERPOOL	"MENELAUS"	On 16th May.
GLASGOW and LIVERPOOL	"INGCHOW"	On 18th May.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd May.
GLASGOW and LIVERPOOL	"HYSON"	On 30th May.
GLASGOW and LIVERPOOL	"PRIAM"	On 31st May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 9th May.
GENOA, MARSEILLES and LIVERPOOL	"LAERTES"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"DARDANUS"	On 23rd May.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 6th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 20th June.

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"NINGCHOW"	On 21st May.
For Freight, apply to—	BUTTERFIELD & SWIRE, AGENTS.	

Hongkong, 24th April, 1905.

[9.10]

**CHINA NAVIGATION CO.
LIMITED.**

FOR	STEAMERS	TO SAIL
AMOY, MANILA, CEBU and ILOILO	"KALFONG"	On 5th May.
NINGPO and SHANGHAI	"YOCHOW"	On 9th May.
MANILA	"TAMING"	On 10th May.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOTOWN, CAIRNS, TOWNS, VILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 13th May.
TSINGTAU, CHEFOO and TIENTSIN	"CHIHLI"	On 16th May.
* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—	BUTTERFIELD & SWIRE, AGENTS.	

Hongkong, 5th May, 1905.

[11]

**IMPERIAL GERMAN MAIL
LINE.**

NORDDEUTSCHE LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.

		1905
PREUSSEN	WEDNESDAY	10th May
ROON	WEDNESDAY	24th May
BAYERN	WEDNESDAY	7th June
ZIETEN	WEDNESDAY	21st June
DARMSTADT	WEDNESDAY	5th July
SACHSEN	WEDNESDAY	19th July
SCHARNHORST	WEDNESDAY	2nd August
PRINZ HEINRICH	WEDNESDAY	16th August
PREUSSEN	WEDNESDAY	30th August
ROON	WEDNESDAY	13th September
BAYERN	WEDNESDAY	27th September
GNEISENAU	WEDNESDAY	11th October
PRINZESS ALICE	WEDNESDAY	25th October
SACHSEN	WEDNESDAY	29th November
PRINZ REGENT LUFTPOLD	WEDNESDAY	6th December
PRINZ HEINRICH	WEDNESDAY	20th December

ON WEDNESDAY, the 10th day of MAY, 1905, at NOON, the Steamship
"PREUSSEN", Captain Dahl, with MAILS, PASSENGERS, SPECIE
and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 8th May. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 9th May, and Parcels will
be received at the Agency's Office until NOON on TUESDAY, the 9th May.

Contents of Packages are required. No Parcel Receipts will be issued for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 27th April, 1905.

[5]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INDRAVELLI"	Captain S. Callington.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CHANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "SIKH"	Captain J. Rowley.
S.S. "INKULA"	Captain Dean.
S.S. "KATHERINE PARK"	Captain Copp.

For Freight, apply to

GIBB, LIVINGSTON & CO., AGENTS.

Hongkong, 10th February, 1905.

[19]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons. WEDNESDAY, 10th May.
R.M.S. "ATHENIAN" ... 3,852 Tons. WEDNESDAY, 24th May.
R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons. WEDNESDAY, 31st May.
R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons. WEDNESDAY, 21st June.
R.M.S. "TARTAR" ... 4,423 Tons. WEDNESDAY, 5th July.
Hongkong to London, 1st Class via St. Lawrence \$20. via New York \$22.
Intermediate on Steamers, and 1st Class Rail \$20. " 242.

THE magnificient TWIN-SCREW "EMPEROR" STEAMSHIP, passing through the
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA and
VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND
TEAMS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at
Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent.

9.

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJIPANAS...	JAVA PORTS	First half of June	JAPAN via SHANGHAI	First half of June
TIJLATJAP...	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIMAH...	JAPAN	First half of June	JAVA PORTS	First half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports no
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

[16]

VESSELS ON THE BERTH

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER,"

Captain McIntosh, will be despatched as above
on MONDAY, the 15th May.

For Freight, apply to

GIBB, LIVINGSTON & CO., AGENTS.

Hongkong, 12th April, 1905.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT THE MALABAR
COAST).PROPOSED SAILINGS FROM HONGKONG
1905.

About 20th May.

"SAGAMI" ... 26th May.

"ERROLL" ... 6th June.

"HINDUSTAN" ... 24th June.

For Freight and further information, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 2nd May, 1

POST OFFICE NOTICES.

Mail for CANTON, SAMSHUI and WUCHOW will be closed on week day at 7.30 a.m. On Sunday the mail for Macao will be closed at 8 a.m. Mail for MACAO per L.S. Wingate will be closed every week day at 5 p.m. Mails for NAMTAO, SANHUE, KUMCHU, SAMSHUI, WUCHOW and CANTON will be closed every weekday, at 5 p.m. On Sunday the mails will be closed at 9 a.m. *No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

TO	FROM	DATE	TIME
Bangkok			
Moji, Kobe, Yokohama, Victoria B.C., and Tacoma (Wash.)			
Macao			
Yokohama and Kobe			
Amoy, Manila, Cebu and Iloilo			
Manila			
Heikow			
Singapore			
Batikok			
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth			
Amoy and Manila			
Europe, &c., India via Tunicorin			
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)			
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)			
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)			
Macao			
Amoy, Straits and Bangkok			
Swatow, Amoy and Tamsui			
Swatow, Amoy, Foochow and Shanghai			
Macao			
Kumchuk, Samshui and Tukking			
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO			
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)			
Macao			
Singapore, Penang and Calcutta			
Ningpo and Shanghai			
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)			
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)			
Ecuador, &c., India via Tunicorin			
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)			
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)			
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)			
Macao			
Shanghai			
Manila			
Macao			
Sabakau			
Manila			
Singapore, Penang and Bombay			
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth			
Europe, &c., India via Tunicorin			
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)			
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)			

TO-MORROW.

Sales, Japanese Curios, Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

4th May.

ON LONDON.—	Telegraphic Transfer	1103
Bank Bills, on demand	1103	
Bank Bills, at 30 days' sight	1103	
Bank Bills, at 4 months' sight	1104	
Credits, at 4 months' sight	1104	
Documentary Bills, 4 months' sight	1104	
ON PARIS.—		
Bank Bills, on demand	235	
Credits, at 4 months' sight	2384	
ON GERMANY.—		
On demand	1913	
ON NEW YORK.—		
Bank Bills, on demand	454	
Credits, 60 days' sight	462	
ON BOMBAY.—		
Telegraphic Transfer	140	
Bank on demand	3404	
ON CALCUTTA.—		
Telegraphic Transfer	140	
Bank, on demand	3404	
ON SHANGHAI.—		
Bank, at sight	513	
Private, 30 days' sight	724	
ON YOKOHAMA.—		
On demand	514	
ON MANILA.—		
On demand—Fees	914	
ON SINGAPORE.—		
On demand	534	
ON BATAVIA.—		
On demand	1124	
ON HAIFONG.—		
On demand	1124	
ON SAIGON.—		
On demand	1124	
ON BANGKOK.—		
Credit	62	
GOVERNMENT, Bank's Buying Rate	10.60	
GOLD LEAF, 100 fine per troy oz.	55.30	
WAL SILVER, per oz.	262	

VESSELS EXPECTED.

THE GERMAN MAIL.

The N.D.L. Australian str. *Prinz Sigismund* left Sydney on Saturday, April 13th at 4 p.m., and may be expected here on Monday, the 8th May.

The I.G.M. str. *Boyd* left Colombo on Saturday, 1st, and may be expected here on Wednesday, the 10th May.

THE AMERICAN MAIL.

The O. & O. str. *Doric*, from San Francisco to the 13th ult., via Honolulu, will leave Yokohama for this port via Kolo, &c., this morning, the 3rd May, and is due here on the 13th May.

The N.G.I. str. *Ischia* left Singapore for this port on the 22nd April, p.m., and may be expected here to-day.

The C.M. str. *Tenku* left Shanghai on the 3rd May, and is due here to-morrow.

The Indo-China str. *Kumchang* from Calcutta and the Straits, left Singapore for this port on the 3rd May at 5 p.m., and may be expected here on the 9th May.

The P. & A. str. *Arabia* sailed from Portland on the 1st April, and is due here on the 10th May.

The British str. *Den of Kelly*, from London and ports, left Singapore on the 4th May, and is due here on the 10th May.

The P. & A. str. *Aragon* left Portland (Or.) on the 10th April, and is due here on the 24th May.

JOINT STOCK SHARES.

Hongkong, 4th May.

VISITORS AT HOTELS.

Hongkong HOTEL.

HONGKONG-CANTON LINE.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 3,363 tons, Captain H. D. Jones.

S.S. "POWAN," 2,238 tons, Captain K. D. Thomas.

S.S. "FATSHAN," 2,260 tons, Captain W. A. Valentine.

S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.

S.S. "KINSHAN," 1,993 tons, Captain J. J. Losius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 6.30 a.m., 2 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on weekdays about 2 p.m. (See Special Summer Time).

Departures from Macao to Hongkong daily at 8 a.m.

Cheap Excursions on Sundays per a.s. "HONAM" leaving Hongkong at 9 a.m. and returning from Macao at 7 p.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.

S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at 8.30 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Offices of the

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEBS DAYS.

Alacrity, despatch-boat, 1,700 tons, 16 guns, 3,000 h.p., Com. R. M. Harbord, Mirs Bay

Albion, battleship, 12,930 tons, 16 guns, Capt. Fremantle, Hongkong.

Alpine, sloop, in reserve, Hongkong.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., Singapore.

Andromeda, cruiser, 12,500 tons, Capt. Nelson

Aurum, 1st class cruiser, 14,360 tons, 18 guns, 7,000 h.p., Capt. Lionel G. Tatnell, Nankang.

Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 2,100 h.p., Capt. Lionel G. Tatnell, Nankang.

Avanture, 2nd class cruiser, 4,360 tons, 10 guns, 2,000 h.p., Capt. H. T. H. Torless, Hongkong.

Bramble, gunboat, in reserve, Hongkong.

Britomart, gunboat, in reserve, Hongkong.

Centurion, battleship, 10,500 tons, Capt. Fegan, Mirs Bay

Diadem, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. —, in route Singapore.

Fame, torpedo-boat destroyer, 380 tons, 6 guns, 5,700 h.p., Lieut.-Comdr. Stevenson, Hongkong.

Glory, battleship, 12,930 tons, 16 guns, 13,500 h.p., Capt. Hon. W. G. Stopford, Mirs Bay

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve

Hart, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Richards, Hongkong.

Heala, special torpedo vessel, 640 tons, 2400 h.p., Capt. E. F. B. Charlton, in route Singapore.

Hogue, cruiser, 12,000 tons, Captain Shortland, Mirs Bay

Humber, storeship, 1,640 tons, Comdr. P. M. Riadore, Hongkong.

Iphigenia, 2nd class cruiser, 3,600 tons, Capt. Fawcett, Singapore.

Janus, torpedo-boat destroyer, 220 tons, 6 guns, 3,900 h.p., in reserve, Hongkong.

Kinaba, river gunboat, 331 tons, Lieut.-Comdr. E. V. F. Dringmore, Yangtze.

Moors, river gunboat, 180 tons, 2 guns, 1,800 h.p., Lieut.-Comdr. F. B. Noble, West River.

Ocean, battleship, 12,930 tons, 16 guns, 13,500 h.p., Captain Groot, C.M.G., Hongkong.

Orter, torpedo-boat destroyer, 350 tons, 6 guns, 5,600 h.p., in reserve

Phoenix, sloop, in reserve, Hongkong.

Rambler, surveying-ship, 583 tons